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SUBJECT Volume of Freight Handled by the Merchant Shipping System in the USSR

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1. The shoreline of the USSR extends to over 50,000 kilometers. The maritime borders of the country are two and a half times longer than the land borders. The significance of the maritime borders for communications, especially external communications, is reduced by the severe climatic conditions prevailing on the waters of the Northern Arctic Ocean (except the western part of it), and also by the fact that the USSR has no outlets from the Baltic and the Black Sea. Nevertheless, the sea lanes and maritime transport are of very great importance to the USSR.

2. Short-distance coastal shipping, between ports of one sea to another, is particularly well developed, and during 1940 represented 96% of the total volume of merchant shipping, tonnage-wise.

3. Long-distance coastal shipping between ports of different basins, and overseas trade are of minor significance and in 1940 represented only four per cent of the total volume of merchant shipping, tonnage-wise, although the volume increased somewhat during the post-World War II period.

4. Shipping in the Caspian and Azov-Black Sea basins comprises over 60% of the total volume of Soviet merchant trade.

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5. The great advantage of the Azov-Black Sea basin lies in the fact that most of the ports do not become ice-locked and in the nearness of the grain-producing areas, metallurgical centers and coal and oil fields. Merchant shipping in this basin serves the adjacent areas of the Ukraine, Krym and the Caucasus and some shipments to foreign countries and to ports of other USSR basins originate here.

6. Navigation on the Caspian Sea is restricted by reason of its isolated position and shallow waters in the northern part. The Caspian Sea provides for goods exchange between the adjacent areas of the Caucasus, Kazakhstan, Central Asia and the Lower Volga. Foreign goods exchange with Iran is quite insignificant.

7. The construction of the Volga-Don ship canal does not prove to be substantially significant as far as any increase in freight turnover in the Caspian Sea is concerned. This is confirmed by the following statistics on freight transport over the Volga-Don Canal from 1952 to 1955:

1952	- 500,000 to 550,000 tons
1953	- 1,500,000 to 1,650,000 tons
1954	- 1,900,000 to 2,100,000 tons
1955	- 2,500,000 to 2,800,000 tons

These figures mainly represent river freight transport volumes.

8. According to the newspapers "Rechnyy Transport" and "Morskoy Flot" published during 1952, as well as the "Vodnyy Transport" gazette for the year 1953, communications between the Caspian Sea and the other seas via the Volga-Don Canal are of no more than a casual nature, such as the transfer of ships assigned to the Caspian Sea Shipping Line and passage of expeditional vessels through the canal from the Black Sea. Only single vessels passed through the Volga-Don canal carrying freight from the Black Sea to the Caspian Sea. From the data published in the Maritime and River Fleet Ministry gazette it may be established that altogether only three or four runs of vessels with freight from the Azov and Black Sea to the Caspian Sea occurred during 1952 and 1953.

9. The case of the Volga-Don canal is actually similar to that of the Moscow-Volga Canal. During the building of the latter, propaganda screamed practically all over the world that once this canal was built the largest maritime vessels would be able to reach Moscow, but during the 15 years the canal has been in existence (it was opened in summer of 1938), not even small maritime lighters have entered Moscow.

10. Communications between the Caspian and other seas are hampered by the great difficulty maritime vessels encounter in passage between the shallow northern area of the Caspian Sea and the Volga-Don canal.

11. From the speed with which all this propaganda that "the USSR sea basins were joined as a result of the construction of the Volga-Don Canal," that "Moscow became the port of five seas," etc came to a stop, it may be assumed that the influence of the Volga-Don canal on changing the volume and structure of shipping on the Caspian Sea is entirely insignificant, at least for the present time and during the next few years ahead.

12. The basic significance of the Baltic Sea lies in the fact that it opens a way for vessels to enter the Atlantic Ocean in addition to being used for short distance coastal shipping.

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13. Shipping in the waters of the Northern Arctic Ocean is hampered by the severe climatic conditions which prevail in the area. Only the Barents Sea because of warm ocean currents does not freeze over. North of Novaya Zemlya the waters are ice-bound up to nine months a year. In this area the Northern sea lane is of great importance.

14. The waters of the Pacific Ocean, the Okhotsk, Japan, and Bering Seas are difficult for maritime transport operations because of their long ice-bound periods and great distance from the economical areas of the country. However, in 1950 shipping in the Far East basin increased 2.5 times over the 1940 volume as a result of the assimilation (annexation) of the Far East and the areas of the extreme north.

15. Up to 1947 complete index figures on merchant shipping were published in the departmental press (gazettes and magazines) and in the "Morskoy Flot" gazettes and magazines. By order of the Presidium of the Supreme Soviet of the USSR of 9 Jun 47, divulging of information, not only of military but also economic nature, was forbidden. As a result publication of absolute index figures on maritime transport operations was discontinued.

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it was a known fact that the total volume of freight handled by the USSR maritime transport in 1940 consisted of 34 million tons and 12.4 billion ton/miles (23 billion ton/kilometers). It should be borne in mind that the calculation of the USSR maritime fleet transport utilization (quantity of tons on distance of transports) is always made in ton/miles, whereby sea miles are taken (1 mile equal to 1.85 kilometers), while in other fields of transport (river, railroad, automobile, air) calculation of the transport utilization in the USSR is made in ton/kilometers.

16. Koldomassov, (fnu), Technical Science candidate, in his article entitled "For Effective Cooperation in Operations of Maritime and Railroad Transport," which was published in the magazine "Morskoy Flot," No 11, November 1952, and the editorial of the magazine "Morskoy Flob," No 2, issue of February 1951, points out that in 1950 the freight turnover of maritime transport increased by 65% and the volume of transport in tons increased to 66% in comparison with the 1940 average. This was also published in other "Morskoy Flot" gazettes and magazines in 1951 and 1952.

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17. Consequently we come to the conclusion that the volume of freight handled by the USSR maritime transport during the 1950 shipping season consisted of:

56.4 million tons,
20.5 billion ton/miles (38 billion ton/kilometers)

This is the first confirmation of transport figures previously given by me.

18. Another confirmation is evident from the following. In the same article by Koldomassov the following is stated: In 1940 the specific volume of the USSR maritime transport in short distance coastal shipping represented 96% of the total volume of freight handled by maritime transport in tons. Of this, approximately 2/3 of all transports in short-distance coastal shipping was confined to transport of oil products and 1/3 to transport of dry goods.

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This volume consisted of 21.7 million tons and was shared among the following shipping lines:

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(a) Caspian oil tanker shipping line "Kasptanker" - 9.8 million tons
(b) Astrakhan oil tanker shipping line "Reydtanker" - 7.5 million tons
(c) Black Sea oil tanker shipping line "Sovtanker" - 3.4 million tons
(d) Remaining shipping lines (mainly Far Eastern) - 1.0 million tons

Total 21.7 million tons

19. Since shipments of oil products in 1940 made up 2/3 of the total volume of transports in short-distance coastal shipping, and shipments of dry cargo made up 1/3 of the total volume of transports in short-distance coastal shipping, the volume of dry cargo shipping consisted of approximately 11 million tons. The total volume of short-distance coastal shipping in 1940 consisted of 32.7 million tons, or 96% of the total volume of USSR shipping. Consequently the total volume of transports in the USSR in 1940 consisted of 34.0 million tons, in this number:

(a) In short-distance coastal shipping 32.7 million tons
(b) In long-distance coastal shipping and overseas shipping 1.3 million tons

20. Koldomassov's article states further that 84.5% of all freight handled by USSR maritime transport fell to the Caspian and Azov-Black Sea basin 1940. Besides, Soviet departmental literature (gazettes and magazines of the Merchant and River Fleet Ministry) and even the public news media published information to the effect that over 80% of the volume of cargo in the Caspian Sea in 1940 consisted of oil products.

21. In the following sections of this report I shall list data on the volume of freight handled by USSR Merchant Shipping per year per shipping line.

Transports in 1940

22. As carried by each individual shipping line, the total volume of shipping in 1940 was distributed as follows:

Designation of shipping lines and main administrations in whose system the shipping line operates	Volume of shipping in million tons
(A) Shipping line "GLAVYUZHFLOTA"	
(1) Black Sea Dry Cargo Line	3.5
(2) Azov Line	1.1
(3) SOCHI Line	0.1
(4) Caspian Dry Cargo Line "Kaspflot"	3.4
Total per shipping line "GLAVYUZHFLOTA"	8.1
(B) Shipping line "GLAVSEVZAPFLOTA"	
(1) Baltic Line	0.8
(2) Murmansk Line	0.5
(3) Northern Line	0.6
Total per shipping line "GLAVSEVZAPFLOTA"	1.9
(C) Shipping line "GLAVDAL'FLOTA"	
(1) Far Eastern Line	3.3

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(D) Shipping line "GLAVNEFTEFLOTA"	
(1) Caspian Oil Tanker Line "Kasptanker"	9.8
(2) Astrakhan Oil Tank Line "Reydtanker"	7.5
(3) Black Sea Oil Tanker Line "Sovtanker"	3.4
Total per shipping line "GLAVNEFTEFLOTA"	20.7
Sum total of merchant shipping	34.0

23. The volume of ton/mile merchant shipping in 1940 consisted of 12.4 billion ton/miles (23 billion ton/kilometers). The average distance was 365 miles (676 kilometers). The sharp drop in the volume of ton/mile shipping in 1940 as compared to 1937 should be noted (1937 was the last year of the third five-year plan). In 1937 the volume of ton/mile shipping consisted of 20 billion ton/miles (37 billion ton/kilometers). This drop is explained by the start of World War II in 1939, as a result of which Soviet vessels almost discontinued navigation beyond the limits of Soviet Union waters. The volume of cargo deadweight in 1940 was 24.6 ton/miles per ton of the dead weight per 24 hours of operation while that of oil cargo dead weight in 1940 was 70.4 ton/miles per ton of the dead weight per 24 hours of operation.

24. The data on shipments in 1940 were obtained by me from articles written by the chief of the fleet sector of the Planning/Economic section of the former Merchant Fleet Ministry, Mr (fnu) Turetskov. The articles were published in the "Morskoy Flot" magazine, No 12, December 1952, under the title "Qualitative Indices on the Exploitation of the Maritime Transport Fleet in the New Five-Year Plan."

25. Analyzing the distribution of the total volume of merchant freight handled by each shipping line, the following should be noted:

(a) Shipments on the Caspian Sea constituted the largest volume of transports in 1940 and consisted of 20.7 million tons or 61% of the total volume of all shipments. Of this total, 83.5% of the volume in the Caspian Sea consisted of oil (17.3 million tons).

(b) Shipments in the Azov-Black Sea basin represented 8.1 million tons or 24% of the total volume of cargo handled by USSR maritime transport. In 1940 cargoes handled in the Azov-Black Sea basin were mainly of domestic nature (for consumption in the interior of the USSR) due to the start of World War II. The Soviet government did not want to take a chance to send the vessels on long trips because it was afraid it might lose them. Even if ships traveled beyond the limits of USSR waters, this happened in only very isolated cases. Part of the freight was channelled to the Duna River for subsequent delivery to Germany with whose government the Soviet government had concluded a treaty of friendship and commerce at the time.

(c) When examining the volume of merchant shipping on the Azov-Black Sea and Caspian basins in 1940, it will be noted that it represented 28.8 million tons or 84.5% of the total volume of freight handled by USSR merchant shipping.

(d) Shipping in the basins of the Far East and in the Baltic, Barents and White Seas in 1940 consisted altogether of only 5.2 million tons or 15.5% of the total volume of merchant shipping. From this total, the most significant volume fell to the Far East basin and consisted of 3.3 million tons. The fact that shipping in the Baltic Sea and in the basins of the Barents and White Sea came to such a small volume may be explained by the following: In Europe at that time World

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War II had started and the sea lanes were blockaded by warring nations. Essentially the Soviet government bottled up the fleet in the Baltic, Barents and White Seas. Freight going to Germany from Leningrad was mostly shipped in German bottoms and very rarely in Soviet vessels.

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Wholesale transfer to seamen from the Baltic fleet for duty with "Kasptanker," "Kaspflot" and partially the Far Eastern shipping line was made. About the same situation prevailed in the Murmansk and Northern shipping lines. Among Baltic sailors the years 1939 and 1940 were called "the years everybody got a lashing" (being given a whipping, which means a poor situation, unemployment).

26. These are, in sum, the data on the volume of merchant shipping per shipping line in the USSR for the 1940 shipping season.

27. The Five-Year Plan for the rehabilitation and development of the USSR national economy for the years 1946-1950 provided for an increase of freight turnover by merchant shipping in 1950 amounting to 2.2 times the turnover in 1940 and raising it to 27.6 billion ton/miles or 51 billion ton/kilometers. However, Soviet planners were way off the beam and the plan proved to be entirely beyond realization so that it was found necessary to reexamine it several times by way of lowering the requirements. As a matter of fact it must be admitted that one of the real reasons the plan was out of proportion was the worsening of USSR relations with the West, especially from 1948 on, with a resultant severe drop in foreign goods exchange.

28. In reality the freight turnover by merchant shipping in 1950 increased by 65% over that of 1940. Shipping increased especially fast in the Far Eastern basin. Compared to 1940, transports in this basin increased by 2.5 times.

29. The development of shipping in the North-Western and Far East basins caused the specific volume of shipping in the Azov-Black Sea and Caspian basins to fall off, although in 1950 it still represented 65% of the total transport in tons. The total volume of freight handled by merchant shipping in 1950 consisted of 56.4 million tons (the transportation quota was fulfilled by 102.1%).

30. The total volume of freight per single shipping line in the 1950 shipping season was distributed in the following manner:

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Designation of Shipping Lines and Main Administrations to Whose System the Shipping Lines are Attached.	Volume of Transports in Million Tons
(A) Shipping line "GLAFNEFTEFLOTA"	
(1) Caspian Oil Tanker Line "Kasptanker"	9.0
(2) Astrakhan Oil Tanker Line "Reydtanker"	6.4
(3) Black Sea Oil Tanker Line "Sovtanker"	2.4
Total per shipping line "GLAVNEFTEFLOTA"	17.8
(B) Shipping line "GLAVYUZHFLOTA"	
(1) Black Sea Dry Cargo Line	8.4
(2) Azov Line	2.0
(3) Duna Line	3.8
(4) Sochi Line	0.5
(5) Caspian Dry Cargo Line "Kaspflot"	4.0
Total per shipping line "GLAVYUZHFLOTA"	18.7
(C) Shipping line "GLAVSEVZAPFLOTA"	
(1) Baltic Line	4.2
(2) Latvian Line	0.7
(3) Estonian Line	0.7
(4) Murmansk Line	3.0
(5) Northern Line	3.0
Total per shipping line "GLAVSEVZAPFLOTA"	11.6
(D) Shipping line "GLAVDAL'FLOTA"	
(1) Far Eastern Line	6.2
(2) Sakhalin Line	1.1
(3) Kamchatka-Chukotsk Line	1.0
Total per shipping line "GLAVDAL'FLOTA"	8.3
Sum total in maritime transport	56.4

31. The volume of ton/mile merchant shipping in 1950 consisted of 20.5 billion ton/miles (38 billion ton/kilometers). This volume was reached as a result of fulfillment of the shipping plan quota per ton/miles by 105.5%. The average transport distance consisted of 364 miles (674 kilometers). The dry cargo dead weight was 45.6 ton/miles per ton of dead weight per 24 hours of operation. The oil cargo dead weight was 68.5 ton/miles per ton of dead weight per 24 hours of operation. (The data on the utilization of the fleet were obtained by me from the aforementioned article by Turetskov in the "Morskoy Flot" magazine, issue No 12, 1952.)

32. When analyzing the distribution of the total volume of transports per shipping line, the following should be noted:

(a) The largest volume of shipping was handled on the Caspian Sea; it consisted of 19.4 million tons or about 35% of the total volume of merchant freight handled in 1950; 15.4 million tons or about 80% of all freight handled on the Caspian Sea consisted of oil-product transports. However, even though Caspian Sea shipping had the most important place in the total volume of USSR maritime transports, a fairly significant reduction in the volume of oil transports in comparison to 1940 may be noted. This reduction amounts to about 11% and may be explained mainly by the falling-off of oil drilling in the Azerbaijan SSR in the post-World War II years compared to the prewar period of 1940. Caspian Sea dry cargo freight increased by 18% compared with 1940 and represented 4.0 million tons. The increase in the volume of dry cargo was made possible mainly by putting into practice the towing of lumber on rafts from Astrakhan to the other ports of the Caspian Sea. Cargo transports to Iran are of quite insignificant volume.

(b) Shipping in the Azov-Black Sea basin developed considerably and amounted to 17.1 million tons. In comparison with 1940, shipping increased 2.1 times. This was due to the organization of the Duna Shipping Line by the former Merchant Fleet Ministry system. The considerable increase in the volume of shipping was also due to the increase of the flow of goods required for the rehabilitation of the country's economy destroyed by the war. Finally, the increase in the volume of overseas transports and in long distance coastal shipping (to Baltic Sea ports and ports of the Far East basin) should be noted. As a result the volume of transports in the Caspian and Azov-Black Sea basins in 1950 amounted to 36.5 million tons. We see here that in spite of the increase in transports in the other basins of the country the specific volume of transports in the Caspian and Azov-Black Sea basins went down compared to 1940, but it still made up for 65% of the total volume of maritime transports. Attention should be given to the considerable reduction in the volume of oil transports in the Black Sea basin; it was about 29% of the 1940 level. This is due to the reduction in the production of oil in the Caucasus and also to the extensive destruction of harbor equipment for pouring oil into tankers, especially in Odessa. Part of the volume of oil was made up of oil from Rumania. Every year one large-tonnage tanker (during the last years the tankers "Kreml'" and "Yosif Stalin") is diverted to activities supplying the "Slava" whaling expedition in the Antarctic area. Usually the tanker leaves Odessa with a load of fuel and equipment for the expedition in December and keeps traveling on long trips for months at a time. The tanker usually returns to Odessa with a cargo of whale fat taken over from the "Slava" expedition. Accordingly, one heavy-tonnage tanker (of about 11,000-ton capacity) is kept out of the oil transport business for almost half the shipping season. And if on top of that the tanker encounters particularly unfavorable navigating conditions in the Antarctic, especially after crossing the 40th "howling" and "thundering" latitude and requires subsequent repair, losses in operating time mount even higher.

(c) Transports in the Baltic and Northern basins rose six times over and above the level of 1940 and amounted to 11.6 million tons. The primary reason was that the sea borders of the USSR were considerably expanded in these basins after World War II. Besides, the sea lanes and outlets from these basins were open after the war. The considerable growth of volume in long-distance coastal shipping between ports of the Baltic, Northern and Black Sea basins should also be noted.

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(d) The increase in the volume of shipping in the Far East basin in 1950 was equal to 2.5 times the volume in 1940. This is mostly explained by the rise in construction activities in the areas of the Far East and the extreme North, and also by the expansion of USSR maritime borders in the Far East.

(e) Lowering of output in operations of the oil tanker fleet in 1950 in comparison to 1940 is mainly explained by the reduction of the volume of oil transports while simultaneously surplus tonnage is kept in operations and also by large-scale wasteful demurrages of the tanker fleet.

33. The 1951 shipping plan for USSR merchant shipping was carried out per tonnage by 102.3% and the freight turnover by 8% over and above the 1950 level. I obtained these data from the editorial published in the "Morskoy Flot" journal No 4, April 1952 issue, which was entitled "For Exemplary Work of the Maritime Fleet in 1952." The ton/mile volume for the 1951 shipping season was expected to be increased 8% over the 1950 shipping season level. This was brought out in the "Morskoy Flot" No 2, February 1951 issue (editorial entitled "The Greatest Tasks of the Maritime Fleet in 1951"). However, the transport plan in ton/miles for the 1951 shipping season was not fulfilled. (Comments on this topic may be found in the above-mentioned "Morskoy Flot" journal No 4, April 1952 issue editorial entitled "For Exemplary Work of the Maritime Fleet in 1952"). I believe that the transport plan in ton/miles was not fulfilled by a margin of 2%. Accordingly, 61.0 million tons of freight were handled and 21.8 billion ton/miles reached by the USSR merchant fleet during the 1951 shipping season. In this connection the following should be kept in mind. When commenting on operations of maritime shipping lines in my earlier reports I gave approximate estimates on the results of their operations for the 1951 shipping season regarding transport of freight, based on the assumption that the shipping plan would be fulfilled by 104.5-111.5%. On the basis of this percentage the fulfilment of the plan regarding volume of shipping in tons should have amounted to 62.4-66.6 million tons. Since the 1951 shipping plan was fulfilled by only 102.3% (per ton), the figures on the estimated fulfillment of the plan previously given by me are subject to correction.

34. The total volume of merchant shipping per individual shipping line for the 1951 shipping seas was distributed in the following manner:

Designation of Shipping Lines and Main Administrations to Whose System the Shipping Lines Belong.	Volume of Transports in Million Tons
(A) Shipping line "GLAVNEFTEFLOTA"	
(1) Caspian Oil Tanker Line "Kasptanker"	9.0
(2) Astrakhan Oil Tanker Line "Reydtanker"	6.8
(3) Black Sea Oil Tanker Line "Sovtanker"	2.5
Total per shipping line "GLAVNEFTEFLOTA"	18.3
(B) Shipping line "GLAVYUZHFLOTA"	
(1) Black Sea Dry Cargo Line	8.9
(2) Azov Line	2.0
(3) Duna Line	4.0
(4) Sochi Line	0.5
(5) Caspian Dry Cargo Line "Kaspflot"	4.0
Total per shipping line "GLAVYUZHFLOTA"	19.4

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(C) Shipping line "GLAVSEVZAPFLOTA"	
(1) Baltic Line	4.4
(2) Latvian Line	0.8
(3) Estonian Line	0.8
(4) Murmansk Line	3.2
(5) Northern Line	3.2
Total per shipping line "GLAVSEVZAPFLOTA"	12.4
(D) Shipping line "GLAVDAL'FLOTA"	
(1) Far East Line	8.2
(2) Sakhalin Line	1.5
(3) Kamchatsk-Chukotsk Line	1.2
Total per shipping line "GLAVDAL'FLOTA"	10.9
Grand total for maritime transport	61.0

5. The plan and quota for the 1951 shipping season was 22.2 billion ton/miles (40.9 billion ton/kilometers). However, the plan failed in the 1951 shipping season. There is nothing in the press indicating the percentage of underfulfillment of the plan for ton/mile volume. I presume the percentage of underfulfillment amounts to roughly about 2%, which means that the volume in ton/miles in the 1951 shipping season consisted of roughly 21.8 billion ton/miles (40.2 billion ton/kilometers). The average distance of transports amounted to 358 miles (661 kilometers). The utilization of the dry cargo dead weight was roughly 47.0 ton/miles per ton of dead weight per 24 hours of operations. The oil cargo dead weight was roughly 71.5 ton/miles per ton of dead weight per 24 hours of operations.

6. Analyzing the distribution of the total volume of freight per shipping line, the following must be noted:

(a) The largest volume was obtained in the Caspian Sea; it consisted of 19.8 million tons or about 33% of the total volume of merchant shipping in the 1951 shipping season. Shipments of oil products on the Caspian made up for 15.8 million tons or 80% of all Caspian Sea shipping. In spite of the fact that the volume of oil freight in the Caspian Sea increased, this increase cannot be explained by the shipment of oil products from Baku and must be mainly explained by the increase in the volume of transports of Tuymazy crude from Astrakhan to Makhachkala.

(b) In 1951 shipments in the Azov-Black Sea basin increased somewhat compared to 1950 and made up 17.9% (increase over 1950 by 5%). This growth may be explained by the reconstruction of a number of harbors, accelerated goods exchange between several areas of the basin and also by an increase of shipments in long-distance coastal and overseas shipping. The volume in the Caspian and Azov-Black Sea basins in the 1951 shipping season consisted of 37.7 million tons or 62% of the total volume of freight handled by USSR merchant shipping. A slight increase in the volume of oil freight in the "Sovtanker" Shipping Line is also noteworthy. This growth is mainly explained by the increased flow of oil from the Caucasus and from Rumania. In 1951, as well as in the preceding years, one big-tonnage tanker, for almost the entire period, had no share in

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transport of oil products. In December 1950 the tanker "Kreml'" (capacity about 11,000 tons), left Odessa with a load of fuel for the "SLAVA" whaling expedition stationed in the area of the Antarctic (Soviet whaling ships usually concentrate in the area south of 54 degrees southern latitude and between 18 degrees eastern longitude and 18 degrees western longitude. While hunting, vessels of the expedition proceed as far as the 69th degree southern latitude, that is to the Antarctic mainland). The tanker "Kreml'" arrived at the hunting area on 31 Jan 51. The first transfer of oil to the expedition vessels started in the area 58 degrees southern latitude. Subsequently, due to stormy weather, unloading of fuel from the tanker and loading of whale fat was carried out in the area 69 degrees southern latitude and one degree western longitude. The area around the 40th latitude, the "thundering" and "howling" latitude, mentioned in my preceding chapter, is the stormiest area in the Atlantic Ocean. This area is located in the southern part of the Atlantic ocean roughly between the 38th and 55th degree southern latitude. In a North-South direction, extending thousands of miles, the temperature of water and air goes down from 20 to 0 degrees Celsius. Predominately southern winds, wind force 8-9, (exceeding 18 meters per second) reach on some occasions hurricane force up to 40 meters a second. The waves reach a level of 6-8 meters, but in a hurricane they go as high as 16 meters. After every trip to the Antarctic tankers are laid up for fairly long repair.

(c) In 1951 shipping in the Baltic and Northern basins, in comparison with 1950, increased 7% and consisted of 12.4 million tons. The increase is due to increased goods exchange between the different areas of the basins and a minor increase in long-distance coastal and overseas shipping.

(d) The shipping volume in the Far East basin increased considerably in 1951. In comparison with 1950, shipping there increased by 30% and came to 10.9 million tons. This increase in shipping is explained by large scale construction operations in the Far East especially in the areas of the extreme North (Magadan, Chukotka, Kamchatka).

(e) The minor reduction in the distance of 1951 shipping is explained by underfulfillment of the ton/mile transport plan.

37. For the 1952 navigational season an increase in the volume of merchant shipping per ton to 20% and per ton/mile to 12% over the 1950 volume was set for fulfillment. Besides, it was provided by the plan to increase the output of the fleet in dry cargo tonnage to 9% and in oil tanker tonnage to 10% over the 1950 output. These data were obtained from an article written by the chief of the fleet sector of the Planning-Economic Section of the former Merchant Fleet Ministry, Mr. (fnu) Turetskov. The article appeared under the title "To the Question of the Method of Planning Maritime Transports" in the "Morskoy Flot" journal No 7 in July 1952. Data on the results of fulfilling the 1952 shipping plan are not available to me. Data on the proposed fulfillment, however, were revealed in the speech Pervukhin made on the occasion of the grand session of the Moscow Soviet, 6 Nov 52. In this speech Pervukhin said that in 1952 cargo handled by merchant shipping increased by 22% over the 1950 level. This serves as a basis for the assumption that the shipping plan was fulfilled by 101.8%. This percentage of fulfillment appears realistic to me and I will take it as a basis for estimating the shipping volume. Consequently, the volume in the 1952 shipping season consisted of 68.8 million tons and 23.4 billion ton/miles (43.3 billion ton/kilometers).

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38. In the distribution of volume per individual shipping lines, I estimate that in the 1952 shipping season volume increased over 1951; for the Azov Shipping Line, 50%; Duna Shipping Line, 14%; Northern Shipping Line, 13.5% (reported in "Morskoy Flot" gazettes).

39. The total volume of transports per each shipping line was distributed in 1952 in the following manner:

Designation of Shipping Lines and Main Administrations to Whose System the Shipping Lines belong	Volume of Transports in Million Tons
(A) Shipping Line "GLAVNEFTEFLOTA"	
(1) Caspian Oil Tanker Line "Kasptanker"	10.0
(2) Astrakhan Shipping Line "Reydtanker"	7.2
(3) Black Sea Shipping Line "Sovtanker"	2.9
Total per shipping line "GLAVNEFTEFLOTA"	20.1
(B) Shipping Line "GLAVYUZHFLOTA"	
(1) Black Sea Dry Cargo Line	9.6
(2) Azov Line	3.0
(3) Duna Line	4.6
(4) Sochi Line	0.6
(5) Caspian Dry Cargo Line "Kaspflot"	4.6
Total per shipping line "GLAVYUZHFLOTA"	22.4
(C) Shipping Line "GLAVSEVZAPFLOTA"	
(1) Baltic Line	4.9
(2) Latvian Line	0.9
(3) Estonian Line	0.9
(4) Murmansk Line	3.6
(5) Northern Line	3.7
Total per shipping line "GLAVSEVZAPFLOTA"	14.0
(D) Shipping Line "GLAVDAL'FLOTA"	
(1) Far East Line	9.0
(2) Sakhalin Line	1.8
(3) Kamchatka-Chukotsk Line	1.5
Total per shipping line "GLAVDAL'FLOTA"	12.3
Grand total in maritime transport	68.8

40. The volume of ton/mile utilization in the 1952 shipping season consisted of 23.4 billion ton/miles (43.3 billion ton/kilometers). The average distance of transports was 340 miles (630 kilometers). The utilization of the oil cargo dead weight was 75.6 ton/miles per ton of dead weight per 24 hours of operations.

41. Analyzing the distribution of the total volume of shipping per shipping line, the following should be noted:

(a) The greatest volume was handled in the Caspian Sea and consisted of 21.8 million ton or about 32% of the total volume of merchant shipments in the 1952 shipping season. Oil cargo on the Caspian Sea amounts to 17.2 million tons or 79% of the total volume of freight on the Caspian Sea. Here a certain increase in the supply of oil from Baku may already be observed.

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(b) Shipments in the Azov-Black Sea basin increased in the 1952 shipping season over the 1951 shipping season by 15% and consisted of 20.7 million tons. This increase is explained by the expansion of goods exchange between the areas of the Azov-Black Sea basin and as a result of increased construction activities in the Ukraine, Krym and Caucasus. The volume of shipping in the Caspian and Azov-Black Sea basins in the 1952 shipping season consisted of 42.5 million tons or 62% of the total volume of merchant freight. A certain increase in the volume of oil freight by the "Sovtanker" Shipping Line should be noted. This is explained by the increased influx of oil cargo from the Caucasus and Rumania. In the 1952 shipping season the tanker "Kreml'" again serviced the "SLAVA" whaling expedition in the southern Antarctic.

(c) Shipping in the Baltic basin and in the North increased during the 1952 shipping season over 1951 by 13% and consisted of 14.0 million tons. The increase is explained by increased goods exchange between the rayons of the basins.

(d) During the 1952 shipping season the volume of shipping in the Far East basin was stepped up by 13% over 1951 and consisted of 12.3 million tons. The increase is explained by large scale construction projects in the Far East and in the areas of the extreme North.

(e) Surprising is the lag in the growth of ton/mile utilization compared to the increase in tons and the reduced distance traveled. This may be explained mainly by reduced shipments in long distance coastal shipping.

42. So far it is possible only to estimate the volume of shipping for the next three years /1953, 1954 and 1955/ of the fifth five-year plan by means of the figures given in the five-year plan. Starting from this point, factual data may be obtained by research in the departmental Soviet press.

43. It is a known fact that the fifth five-year plan called for an increase of 55-60% in the volume of freight handled by USSR merchant shipping in 1955 over the freight volume attained in 1950.

44. The utilization of the dry cargo dead weight is expected to reach 54.0 ton/miles per ton of dead weight per 24 hours of operation and the utilization of the oil cargo dead weight is expected to reach 83.0 ton/miles per ton of the dead weight per 24 hours of operation. (These data were obtained from an article by the head of the fleet sector of the Planning-Economic Section of the former Merchant Fleet Ministry, Mr Turetskov, published in the "Morskoy Flot" journal No 12 in December 1952, under the title "Qualitative Indices on the Exploitation of the Maritime Transport Fleet in the New Stalin Five-Year Plan."

45. Appraisal of the volume of freight handled by merchant shipping for the remaining years of the five-year plan will be made by means of interpolation and we will start by the assumption that there will be one more or less yearly increase in transport volume. In addition we shall presume that the task set by the five-year plan regarding the increase in merchant shipping in 1955, 55-60% over and above the 1950 volume, will be the same for ton/mile utilization as well as for transports in tons. Admittedly there are reasons to believe that by 1955 the actual increase in ton/mile utilization will somewhat lag behind the growth of transports in tons. It is very likely that in 1955 the increase of freight to 55-60% in ton/miles, over and above the 1950 level, will not be obtained. These assumptions are based

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on the results of USSR merchant transport operations from 1950 to 1952. However, at this point I am not going to be guided by this assumption in making my estimate, but from here on it will be necessary to closely follow the departmental press of the Merchant and River Fleet Ministry and make corrections in my figures wherever necessary.

6. It should be noted also that for the remaining three years of the five-year plan, in order to ensure fulfillment of the tasks set by the plan, transports are expected to expand in 1955 as compared to 1952:

(a) per ton — by 27-31%,
(b) per ton/mile — by 36-40%.

In the estimate of the volume of transports in tons for each remaining year of the five-year plan (1953,1954,1955), I considered a yearly increase of roughly 8-9% with the view of fulfillment of the tasks set by the five-year plan. In the estimate of the volume of transports in ton/miles for each remaining year of the five-year plan (1953, 1954, 1955) I considered a yearly increase of roughly 11-12% with the view of fulfillment of the tasks set by the five-year plan. In the estimate of the utilization of the fleet for each remaining year of the five-year plan I considered a yearly increase of 2.8-3.5% with the view of fulfillment of the tasks set by the five-year plan.

47. On the basis of my estimates I set up the following table reflecting the volume of merchant shipping in the USSR from 1950 through 1955:

Designation of Transport Indices	Volume of transports in tons (millions), in billion ton/miles, utilization of dead weight ton/miles per one ton of dead weight, distance of transports in miles, per year.						
	1940	1950	1951	1952	1953	1954	1955
T	34.0	56.4	61.0	68.8	74.3-75.1 average 74.7	80.4-81.2 average 81.2	87.4-90.2 average 88.8
T/M	12.4	20.5	21.8	23.4	26.1-26.3 average 26.2	28.6-29.4 average 29.0	31.8-32.8 average 32.3
C: $\frac{T/M}{T}$	24.6	45.4	47.0	49.5	51.0	52.5	54.0
H: $\frac{T/M}{T}$	70.4	68.5	71.5	75.5	77.8	80.2	83.0
M	365	364	358	340	350	354-362	360-364

Explanations:

T - Transports in tons

T/M - Transports in ton/miles

C: $\frac{T/M}{T}$ - Utilization of dry cargo tonnage

H: $\frac{T/M}{T}$ - Utilizations of oil cargo tonnage

M - Transport distances in miles

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48. The increase of shipping per each year of the five-year plan compared to the preceding years is reflected by the following data:

Designation of Indices	Increase in Transports Per Year in Per Cent				
	1951 in % over 1950	1952 in % over 1951	1953 in % over 1952	1954 in % over 1953	1955 in % over 1954
Transports in tons	8	13	6-9	8-9	9-10
Transports in ton/miles	8	4	11-12	11-12	11.0-11.5
Utilization of dry cargo dead weight	3.5	5.2	3	3	2.8
Utilization of oil tanker dead weight	4	5.5	3	3	3.5

49. Beginning with the total volume of transports and its approximate increase I listed below statistics on the type of freight per each separate shipping line for the remaining years of the five-year plan. For the time being these statistics are of conditional value and I shall proceed to rectify them after receipt of competent literature in this field ("Vodnyy Transport" gazettes and journals). The total volume of transports per each separate shipping line for the 1953 shipping season will be distributed roughly in the following manner:

Designation of Shipping Lines and Main Administrations to Whom the Shipping Lines Belong.	Volume of Transports in Million Tons
(A) Shipping Line "GLAVNEFTEFLOTA"	
(1) Caspian Oil Tanker Line "Kasptanker"	10.5
(2) Astrakhan Oil Tanker Line "Reydtanker"	7.5
(3) Black Sea Oil Tanker Line "Sovtanker"	3.2
Total for shipping line "GLAVNEFTEFLOTA"	21.2
(B) Shipping Line "GLAVYUZHFLOTA"	
(1) Black Sea Dry Cargo Line	10.7
(2) Azov Line	3.6
(3) Duna Line	5.0
(4) Sochi Line	0.7
(5) Caspian Dry Cargo Line "Kaspflot"	5.1
Total for shipping line "GLAVYUZHFLOTA"	25.1
(C) Shipping Line "GLAVSEVZAPFLOTA"	
(1) Baltic Line	5.3
(2) Latvian Line	1.0
(3) Estonian Line	1.0
(4) Murmansk Line	4.0
(5) Northern Line	4.0
Total for shipping line "GLAVSEVZAPFLOTA"	15.3
(D) Shipping Line "GLAVDAL'FLOTA"	
(1) Far East Line	9.5
(2) Sakhalin Line	2.0
(3) Kamchatka-Chukotsk Line	1.6
Total for shipping line "GLAVDAL'FLOTA	13.1
Grand total for maritime transport	74.7

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(a) The volume of ton/mile utilization for the 1953 shipping season will come to roughly 26.2 billion ton/miles (48.4 billion ton/kilometers).
(b) The average distance will consist roughly of 350 miles (650 kilometer).
(c) The utilization of the dry cargo dead weight will amount to 51 ton/miles per ton of dead weight per 24 hours of operation.
(d) The utilization of the oil cargo dead weight will amount to 77.8 ton/miles per ton of dead weight per 24 hours of operations.
(e) Shipments in the Caspian Sea will amount to 23.1 million tons or 31% of the total volume of transports. Oil cargo over the Caspian will amount to 18 million tons or 78% of the total volume of transports on the Caspian Sea.
(f) Transports in the Azov-Black Sea basin will consist of 23.2 million tons or about 31% of the total volume of transports.
(g) Transports of oil products by the "GLAVNEFTEFLOTA" Shipping Line will consist of 21.2 million tons or 28.2% of the total volume of transports.
(h) Transports in the Baltic and Northern basins will consist of 15.3 million tons or 20.2% of the total volume of transports.
(i) Transports in the Far Eastern basin will consist of 13.1 million tons or 17.5% of the total volume of transports.

50. The total volume of freight among the separate shipping lines in the 1954 shipping season will be distributed roughly in the following manner.

Designation of Shipping Lines and Main Administrations to Whose System the Shipping Lines Belong.	Volume of Transports in Million Tons
(A) Shipping Line "GLAVNEFTEFLOTA"	
(1) Caspian Oil Tanker Line "Kasptanker"	11.0
(2) Astrakhan Oil Tanker Line "Reydtanker"	7.8
(3) Black Sea Oil Tanker Line "Sovtanker"	3.4
Total for shipping line "GLAVNEFTEFLOTA"	22.2
(B) Shipping Line "GLAVYUZHFLOTA"	
(1) Black Sea Dry Cargo Line	11.5
(2) Azov Line	4.5
(3) Duna Line	5.4
(4) Sochi Line	0.8
(5) Caspian Dry Cargo Line "Kaspflot"	5.6
Total for shipping line "GLAVYUZHFLOTA"	27.8
(C) Shipping Line "GLAVSEVZAPFLOTA"	
(1) Baltic Line	8.3
(2) Murmansk Line	4.4
(3) Northern Line	4.4
Total for shipping line "GLAVSEVZAPFLOTA"	17.1
(D) Shipping Line "GLAVDAL'FLOTA"	
(1) Far East Line	10.1
(2) Sakhalin Line	2.2
(3) Kamchatka-Chukotsk Line	1.8
Total for shipping line "GLAVDAL'FLOTA"	14.1
Grand total for maritime transport	81.2

(a) The volume of ton/mile utilization during the 1954 shipping season will consist of roughly 29 billion ton/miles (53.7 billion ton/kilometers).

50X1

(b) The average distance of transports will consist of roughly 358 miles (644 kilometers).
(c) The utilization of the dry cargo dead weight will amount roughly to 52.5 ton/miles per ton of dead weight per 24 hours of operation.
(d) The utilization of the oil cargo dead weight will amount roughly to 80.2 ton/miles per ton of the dead weight per 24 hours of operation.
(e) Transports in the Caspian Sea will consist of roughly 24.4 million tons or 30% of the total volume of maritime transports. Transports of oil products over the Caspian Sea will consist of 18.8 million tons or 78% of the total volume of transports over the Caspian Sea.
(f) Transports in the Azov-Black Sea basin will consist of roughly 25.6 million tons or 31.5% of the total volume of transports. The volume of transports in the Azov-Black Sea and Caspian basins will consist of 50 million tons or 61.5% of the total volume of maritime transports.
(g) Transports of oil products by the "GLAVNEFTEFLOTA" Shipping Line will consist of 22.2 million tons or 27.4% of the total volume of transports.
(h) Transports in the Baltic and Northern basins will consist of 17.1 million tons or 21% of the total volume of transports. The Latvian and Estonian shipping lines were assimilated by the Baltic Shipping Line and designated regional administrations (agencies) of the Baltic Shipping Line and as a result these lines lost their independent status. This was done in line with the reorganization of merchant fleet enterprises in the Baltic basin in August 1953. Operations of these regional administrations are now planned and carried out along with operations of the Baltic Shipping Line.

51. The total volume of shipping among the separate shipping lines during the 1955 shipping season will be distributed roughly in the following manner:

Designation of Shipping Lines and Main Administrations to Whose System the Shipping Lines Belong.	Volume of Transfer in Million Tons
(A) Shipping Line "GLAVNEFTEFLOTA"	
(1) Caspian Oil Tanker Line "Kasptanker"	11.5
(2) Astrakhan Oil Tanker Line "Reydtanker"	8.2
(3) Black Sea Oil Tanker Line "Sovtanker"	3.6
Total for shipping line "GLAVNEFTEFLOTA"	23.3
(B) Shipping Line "GLAVYUZHFLOTA"	
(1) Black Sea Dry Cargo Line	12.5
(2) Azov Line	5.0
(3) Duna Line	5.8
(4) Sochi Line	0.9
(5) Caspian Dry Cargo Line "Kaspflot"	6.4
Total for shipping line "Glavyuzhflota"	30.6
(c) Shipping Line"GLAVSEVZAPFLOTA"	
(1) Baltic Line	9.2
(2) Murmansk Line	5.0
(3) Northern Line	5.0
Total for shipping line "GLAVSEVZAPFLOTA"	19.2
(D) Shipping Line "GLAVDAL'FLOTA"	
(1) Far East Line	11.0
(2) Sakhalin Line	2.6
(3) Kamchatka-Chukotsk Line	2.1
Total for shipping line "GLAVDAL'FLOTA"	15.7
Grand total for maritime transport	88.8

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(a) The volume of ton/mile utilization during the 1955 shipping season will consist of approximately 32.3 billion ton/miles (58.4 billion ton/kilometers).
(b) The average distance of transports will consist of approximately 364 miles (674 kilometers).
(c) The utilization of the dry cargo fleet will amount to 54 ton/miles per ton of dead weight.
(d) The utilization of the oil tanker fleet will amount to 83 ton/miles per ton of the dead weight.
(e) The volume of transports in the Caspian Sea will consist of roughly 26.1 million tons or 29.5% of the total volume of transports. Transports of oil products over the Caspian will consist of 19.7 million tons or 75% of the total volume of transports over the Caspian Sea.
(f) The volume of transports in the Azov-Black Sea basin will consist of 27.8 million tons or 31.4% of the total volume of transports. The volume of transports in the Azov-Black Sea and Caspian basins will consist of 53.9 million tons or approximately 61% of the total volume of transports.
(g) Transports of oil products by the "GLAVNEFTEFLOTA" Shipping Line will consist of 23.3 million tons or 26.3% of the total volume of transports.
(h) Transports in the Baltic and Northern basins will consist of 19.2 million tons or 21.6% of the total volume of transports.
(i) Transports in the Far East basin will consist of 15.7 million tons or 17.7% of the total volume of transports.

52. The following is a summary table of distribution of the total volume of freight in tons per shipping line and per year:

Designation of Shipping Lines and Main Administrations to Whose System the Shipping Lines Belong.	Volume of Transports in Million Tons Per Year.						
	1940	1950	1951	1952	1953	1954	1955
1	2	3	4	5	6	7	8
(A) System "GLAVNEFTEFLOTA"							
(1) Shipping Line "Kasptanker"	9.8	9.0	9.0	10.0	10.5	11.0	11.5
(2) Shipping Line "Reydtanker"	7.5	6.4	6.8	7.2	7.5	7.8	8.2
(3) Shipping Line "Sovtanker"	3.4	2.4	2.5	2.9	3.2	3.4	3.6
Total	20.7	17.8	18.3	20.1	21.2	22.2	23.3
(B) System "GLAVYUZHFLOTA"							
(1) Black Sea Line	3.5	8.4	8.9	9.6	10.7	11.5	12.5
(2) Azov Line	1.1	2.0	2.0	3.0	3.6	4.5	5.0
(3) Duna Line	-	3.8	4.0	4.6	5.0	5.4	5.8
(4) Sochi Line	0.1	0.5	0.5	0.6	-.7	0.8	0.9
(5) Caspian Line	3.4	4.0	4.0	4.6	5.1	5.6	6.4
Total	8.1	18.7	19.4	22.4	25.1	27.8	30.6
(C) System "GLAVSEVZAPFLOTA"							
(1) Baltic Line	0.8	4.2	4.4	4.9	5.3	8.3	9.2
(2) Latvian Line	-	0.7	0.8	0.9	1.0	-	-
(3) Estonian Line	-	0.7	0.8	0.9	1.0	-	-
(4) Murmansk Line	0.5	3.0	3.2	3.6	4.0	4.4	5.0
(5) Northern Line	0.6	3.0	3.2	3.7	4.0	4.4	5.0
Total	1.9	11.6	12.4	14.0	15.3	17.1	19.2
(D) System "GLAVDAL'FLOTA"							
(1) Far East Line	3.3	6.2	8.2	9.0	9.5	10.1	11.0
(2) Sakhalin Line	-	1.1	1.5	1.8	2.0	2.2	2.6
(3) Kamchatka-Chukotsk Line	-	1.0	1.2	1.5	1.[illegible]	1.[illegible]	2.1
Total	3.3	8.3	10.9	12.3	13.1	14.1	15.7
Grand total for maritime fleet	34.0	56.4	61.0	68.8	74.4	81.2	88.8

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53. I used the following references in compiling this report:

(a) "Morskoy Flot" gazettes published in 1952
(b) "Vodnyy Transport" gazettes published in 1953 (partially)
(c) "Morskoy Flot" journals for 1950
(d) "Morskoy Flot" journals for 1951
(e) "Morskoy Flot" journals for 1952
(f) "Rechnoy Transport" gazettes for 1952.

54. The corresponding figures and references were selected from the above-listed sources,

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Enclosure (A): A Listing of the Official and Popular Designations of Merchant Shipping Lines.

756.172	N
756.192	N
756.575	N
756.577	N
756.56	N
756.575	33N
756.575	70M
756.575	75M
756.577	33N
756.577	70M
783.36	N
783.302	N
756.16	N

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ENCLOSURE (A)

Official (statutory) and Popular (usual) Designations of Merchant Shipping Lines in the USSR

Official Designation	Popular Designation
(A) The Shipping lines of the Main Administration of the Oil Tanker Fleet - "GLAVNEFTEFLOTA"	
(1) The Caspian State Maritime Oil Tanker Shipping Line "Kasptanker"	(1) "Kasptanker" Shipping Line
(2) The Astrakhan State Roadstead Oil Tanker Shipping Line "Reydtanker"	(2) "Reydtanker" Shipping Line
(3) The Black Sea State Oil Tanker Shipping Line "Sovtanker"	(3) "Sovtanker" Shipping Line
(B) The Shipping Lines of the Main Administration of the Southern Fleet and Ports - "GLAVYUZHFLOTA."	
(1) The Black Sea State Dry Cargo Shipping Line	(1) Black Sea Shipping UCHP (Black Sea Shipping Administration)
(2) The Azov State Maritime Shipping Line	(2) Azov Shipping Line or Azov Gosmorparokhodstbo
(3) The Soviet Duna State Shipping Line	(3) Duna Shipping Line
(4) The Sochi State Maritime Dry Goods Shipping Line "Kaspflot"	(4) Sochi Shipping Line
(5) The Caspian State Maritime Dry Cargo Shipping Line "Kaspflot"	(5) "Kaspflot" Shipping Line or Caspian Shipping Line
(C) The Shipping Lines of the Main Administration of the North-Western Fleet and Ports - "GLAVSEVZAPFLOTA"	
(1) The Baltic State Maritime Shipping Line "BGMP"	(1) Baltic Shipping Line or "BGMP"
(2) The Murmansk State Maritime Line "MGMP"	(2) Murmansk Shipping Line or "MGMP"
(3) The Northern State Maritime Shipping Line "SGMP"	(3) Northern Shipping Line or "SGMP"
(D) The Shipping Lines of the Main Administration of the Far-Eastern Fleet and Ports - "GLAVDAL'FLOTA"	
(1) The Far-East State Maritime Shipping Line	(1) Far-East Shipping Line
(2) The Sakhalin State Maritime Shipping Line	(2) Sakhalin Shipping Line
(3) The Kamchatsko-Chukotskoye State Maritime Shipping Line	(3) Kamchatsko-Chukotskoye Shipping Line